

MAIN'S BOW IS FLOATED.

THE WRECKERS WILL HAVE HER CLEAR OF THE MUD TO-DAY.

Her Engines, Still Covered With Oil, Are Worth \$500,000, Capt. Tucker Says. The wreck of the ship *Good Hope* is a few feet from the shore.

The water in the wreck of the steamship *Good Hope*, which was wrecked on the 24th inst., was reduced from forty-five to ten feet in depth yesterday in all parts of the ship except the stern. In that part of the ship smaller pumps than elsewhere were used with the object of keeping her down by the stern a trifle when she should float. Every precaution was taken by Capt. Tucker and Capt. Henry Kivlin of the Merritt-Chapman Wrecking Company to prevent a recurrence of the mishap which caused the *Good Hope* to turn over on her side.

The derrick Monarch and Bellerose were fast on either side of the Main and the chains with a combined lifting capacity of 500 tons were attached to the wreck. Two heavy wire cables were stretched from the bow of one wreck and made fast to the bow of the other so that the stranded *Good Hope* might be held the Main pointed up stream. The Main's own bow anchors were hoisted out with a derrick and dropped up river over 100 feet. Two-inch main cables were stretched from her stern to the wreck of a coal barge in Baxter's marine graveyard, and a five-ton anchor was also put in place.

So there was only one way in which the ship could move and that was by the Main. The *Good Hope* was hoisted yesterday afternoon after the pumps had been at work a little over twenty-four hours. She will be floated in the mud to the mud-to-day and in twenty-four feet of water. As all of her cargo with the exception of the grain, which is being taken out, has been taken out and she does not leak a drop the ship will not draw more than 12 feet of water when the rest of the water has been pumped out of her. She drew about twenty-five feet when the night of the 24th she was driven hard and fast into the mud.

The wreckers were able for the first time yesterday to extend the Main to the point where they reported they to be in good condition. They were still covered with the engines, and Capt. Tucker said, "I don't know if they stand." The rest of the ship, in his opinion, is not worth more than the main, and the Main is being taken out of the mud. The Main is being taken out of the mud. The Main is being taken out of the mud.

Three canals have been taken from the Main, and that together with what is yet to be taken out will be dumped at the bottom of the river.

There is another wreck of a ship at least on the *Good Hope* before she will be afloat. The *Good Hope* is being floated in the mud to the mud-to-day and in twenty-four feet of water. As all of her cargo with the exception of the grain, which is being taken out, has been taken out and she does not leak a drop the ship will not draw more than 12 feet of water when the rest of the water has been pumped out of her.

CONFERENCE OF STEEL MEN.

Presidents of the Companies Reach No Definite Agreement as to a Shut-Down.

CHICAGO, July 27.—After a two hours' conference the representatives of the leading iron and steel industries of the United States, meeting in the Roanoke today, adjourned without coming to a definite decision regarding the proposed shut-down of the mills of the country. Practically all the large iron and steel companies had representatives at the meeting. They interchanged opinions regarding the policy which they intend to apply to their various sections.

Through the influence of the conference it is thought that August will see many of the blast furnaces of the country shut down, and a few mills may follow suit, but in regard to a general agreement to close all the mills for the month the executive heads would make no announcement.

After the meeting the following statement was given by President Gary of the Federal Steel Company in writing: "Undue prominence has been given to the meeting of the representatives of the iron and steel industries. The Presidents and managers of the leading producers of iron and steel have been in consultation concerning the general situation and have been frank in expressing opinions in regard to the policy which each intends to apply to the business of his company."

There has been no agreement or disagreement concerning future action. However, it is the opinion of all those present that in any territory the demand is not equal to the production the same should be curtailed until conditions change. To request for information regarding what has taken place here and the closed doors of President Gary's office all three approaches made the reply that President Gary had been authorized to give and that all the others had agreed not to talk.

The steel men have been much interested in the announcement that the Carnegie Company is about to enter into the manufacture of rods on a large scale, and that it may also take over the production of steel. Such action would give the Carnegie Company into direct competition with the American Steel and Wire Company and the American Steel and Wire Company and the American Steel and Wire Company.

After the conference the statement that the President was in no manner attempting to make a combine was made public. The statement was made public.

REAR REVOLUTION DAUGHTER.

Mrs. Sylvia Langdon Dunham of Southampton, Conn., July 27.—Mrs. Sylvia Langdon Dunham, who to-day observed the 10th anniversary of her birth, is a real daughter of the Revolution. She is the daughter of Capt. John Dunham, who was a soldier in the Continental Army, serving at Haverhill, and died at the age of 84. She was born in a little house, still standing, about a mile west of the old Hartford and New Haven turnpike, and her lineage line from Southampton to Lake Compounce, where she was married to Chas. Dunham of this town, in 1806, and lived in the old Dunham house, which has been the residence of the family ever since. Her husband died in 1860, but Mrs. Dunham, in an excellent health, still lives in the old Dunham house, which has been the residence of the family ever since.

John S. Stevens, counsel for the receiver of the Peoria, Decatur and Evansville Railroad, is authority for the statement that the Illinois Central has secured control of that property, and will take possession about Sept. 1. The Illinois Central has acquired the P. D. and E. in separate parts. The southern section will give the Illinois Central a line from the old Dunham of Matteson, only a little longer than the Evansville and Terre Haute, or the Chicago and Eastern Illinois.

Pennsylvania Not After H. R. E. A rumor, to which Wall Street has paid some attention, is that the Pennsylvania Railroad might be buying the stock of the Brooklyn Rapid Transit Company with a view of obtaining control of the New York City and New Jersey Railroad. There is not a word of truth in the story.

St. Joseph and Grand Island Pa. Divided. The directors of the St. Joseph and Grand Island Railroads at a meeting held in this city declared a dividend of 1 per cent on its preferred stock payable Aug. 15. An officer of the company says that a surplus of \$24,000 will remain from last year's earnings after paying fixed charges and the dividend.

Dividend on Big Four Preferred. A belief having gained currency that the Cleveland, Cincinnati, Chicago and St. Louis Railroad was completing its dividend payments on preferred stock, the following table was made up on authority that the fourth quarterly dividend of 1 1/2 per cent on the preferred will be payable Oct. 20.

St. Paul & Northern Pacific, 1 1/2 per cent, \$1,000,000; Chicago & North Western, 1 1/2 per cent, \$1,000,000; Great Northern, 1 1/2 per cent, \$1,000,000; Burlington, 1 1/2 per cent, \$1,000,000.

LONG ISLAND R. R. AFFAIRS.

Minority Stockholders Assured That Their Interests Will Be Guarded.

A New York business man who holds some stock in the Long Island Railroad not included in the majority interest purchased by the Pennsylvania Railroad wrote to President A. J. Cassatt of the Pennsylvania line a few days before Mr. Cassatt sailed for Europe, asking how the minority stock would fare in the future disposition of the property. Mr. Cassatt promptly replied in substance as follows: "Any influence that this company may have in the affairs of the Long Island Railroad will be exercised in the interest of the property and all of its shareholders."

The Pennsylvania's purchase was a little more than one-half of the \$12,000,000 of Long Island Railroad stock and a considerable part of the remainder is widely scattered among individual holders. Although the Pennsylvania Railroad management has practically assumed control of the Long Island Railroad, the New York Central, which is the majority interest, will continue to have a voice in the management of the property. The Pennsylvania people and see no reason for haste. It is expected that the Long Island Railroad will be sold to the New York Central and the New York Central will be sold to the Pennsylvania Railroad.

Business Troubles. Judgment Taken Against the Fashion Company, which Published "Vogue."

Arthur B. Turnure for services as general manager and for money loaned. The summons was served on W. Ogden Harrison, President. Mr. Turnure was formerly President. The company published *Vogue*, a fashion and society journal, which was published in New York City.

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Notes of Wall Street News. Raw sugar sold in the local market yesterday at 20-22 cents a pound, an advance of 1-1/2 of a cent over the last previous sale. This makes the difference between raw and refined sugars about 10 cents a pound. The market for refined sugar was reported firm yesterday, but with the volume of new business not large.

The local iron market was weak yesterday, with pig iron warrants declining 25 cents a ton, and the market for the same falling 10 cents a ton. The local iron market was weak yesterday, with pig iron warrants declining 25 cents a ton, and the market for the same falling 10 cents a ton.

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